

The Sydney Morning Herald.

NO. 8496--VOL. LII

MONDAY, AUGUST 14, 1865.

PRICE THREEPENCE.

BIRTHS.

On the 5th instant, at the residence of Mr. W. C. Hind, Camden, of a son, the beloved daughter of Mrs. Campbell, after a long illness, at Camden, the wife of Mr. John Arnold, of a son.

On the 10th instant, at 14, Brougham-place, Mrs. William West, of a son.

On the 11th instant, at her residence, Glenmore Cottage, Chesham-street, North, Mrs. Richard Stevens, of a daughter.

On the 11th instant, at the Bathurst, Elizabeth-street, Mrs. J. Brown, of a daughter.

On the 11th instant, at her residence, Campbell-street, Mrs. George Morrison, of a daughter, still-born.

MARRIAGES.

On the 5th instant, at Heidelberg, Victoria, by the Rev. William Fink, Gustave Courbet, Esq., of Bordeaux, to Annie, second daughter of James M. Seward, Esq., of Somerset Park, near Bathurst.

On the 13th instant, at Parramatta, the wife of Mr. Michael Carey, aged 46 years. May she rest in peace.

DEATH.

On the 12th instant, at her residence, Glenmore-street, Glenmore, the beloved daughter of Mrs. Campbell, after a long illness, in the twentieth year of her age. Her end was peace.

On the 13th instant, at Parramatta, the wife of Mr. Michael Carey, aged 46 years. May she rest in peace.

SHIP ADVERTISEMENTS.

STRAM TO AUCKLAND.

The Panama, New Zealand, and Australian Royal Mail Steamship, will be dispatched with the English Mail (if arrived) for AUCKLAND, at noon, TUESDAY, August 16th.

For freight and passage apply to the Company's Office, Grafton Wharf.

On the 15th instant, at 5 p.m., THIS DAY.

Cargo to be received by 5 p.m., THIS DAY.

JOHN VINE HALL, General Manager.

HOKITIKA GOLD-FIELDS.

The Panama, New Zealand, and Australian Royal Mail Steamship, will be dispatched for HOKITIKA, at noon, TUESDAY, August 16th.

For freight and passage apply to the Company's Office, Grafton Wharf.

On the 15th instant, at 5 p.m., THIS DAY.

Cargo to be received by 5 p.m., THIS DAY.

JOHN VINE HALL, General Manager.

QUEENSLAND STEAM NAVIGATION COMPANY'S STEAMSHIP.

The Queensland Steam Navigation Company's Steamship, will be dispatched on TUESDAY, 16th August, at 5 p.m., for BRISBANE AND IPSWICH.

Cargo is now being received.

W. WESTGARTH, Manager.

AUSTRALIAN STEAM NAVIGATION COMPANY'S STEAMSHIP.

The Australian Steam Navigation Company's Steamship, will be dispatched on TUESDAY, 16th August, at 5 p.m., for BRISBANE AND IPSWICH.

Cargo is now being received.

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SHIP ADVERTISEMENTS.

WILLAWARRA S.N. COMPANY'S STEAMERS.

WILLAWARRA, Hunter, THIS DAY, at noon, and KIAMA, 11 p.m.

CLYDE RIVER, Hunter, THIS DAY, at noon, KIAMA, 11 p.m., and TO-NIGHT, at 11.

SHOALHAVEN, Katoomba, TO-MORROW, at 11 p.m.

MERIMBULA, Katoomba, ON WEDNESDAY, at 10 a.m.

ULLADULLA, Comerang, ON FRIDAY, at noon.

MORUYA, Comerang, ON FRIDAY, at noon.

STEAM TO BRISBANE WATER.

From GOSFORD, at 10 a.m., and on FRIDAY, at 10 a.m., returning from GOSFORD each day, at 2 p.m.

Phoenia Wharf.

STEAM TO PARRAMATTA.

From GOSFORD, at 10 a.m., and on FRIDAY, at 10 a.m., returning from GOSFORD each day, at 2 p.m.

Phoenia Wharf.

STEAM TO MELBOURNE.

From GOSFORD, at 10 a.m., and on FRIDAY, at 10 a.m., returning from GOSFORD each day, at 2 p.m.

Phoenia Wharf.

STEAM TO HOBART.

From GOSFORD, at 10 a.m., and on FRIDAY, at 10 a.m., returning from GOSFORD each day, at 2 p.m.

Phoenia Wharf.

STEAM TO HOBART TOWN.

From GOSFORD, at 10 a.m., and on FRIDAY, at 10 a.m., returning from GOSFORD each day, at 2 p.m.

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SHIP ADVERTISEMENTS.

FOR LONDON DIRECT.

Passage money \$18 and upwards.

To call on or about THURSDAY, 18th August.

The iron clipper ship, COONWALLIS, 1214 tons register, A. I. Lloyd, Captain.

Joseph Lloyd, London, is the agent.

This magnificent ship has a full poop, with most superior accommodation for passengers, and having the whole of her dead weight applied to her cargo.

Second cabin .. \$25

For passage or freight apply to the Commander, on board; or

YOUNG, LARK, and BENNETT, WILLIS, MERRY, and CO.

MESSRS. MONEY WIGMAN and SONS.

Blackwood, London, is the agent.

COAST AND SAILING VESSELS, from MELBOURNE to LONDON.

To call on the 14th September.

The splendid new steamship, LONDON, 1700 tons register, J. J. Martin, Captain.

The above vessel was built expressly for the AUSTRALIAN PASSENGER TRADE, and her accommodations for all classes of passengers are unsurpassed. An experienced surgeon accompanies the ship.

RATES FROM MELBOURNE.

Saloon, Poop cabin, 75 to 80 guineas; main deck, 65 to 70 guineas.

Second cabin, £22 to £25.

Third cabin, £20 to £22.

Storage (open berths), £18.

For plans of cabins, &c., apply to

J. B. METCALFE and CO., 9, Bridge-street.

FOR LONDON.

The A. I. Lloyd clipper ship, COONWALLIS, 1214 tons register, A. I. Lloyd, Captain.

Joseph Lloyd, London, is the agent.

This magnificent ship has a full poop, with most superior accommodation for passengers, and having the whole of her dead weight applied to her cargo.

Second cabin .. \$25

For passage or freight apply to the Commander, on board; or

YOUNG, LARK, and BENNETT, WILLIS, MERRY, and CO.

HAILEY, from Mauritius.

All CLAIMS must be rendered to duplicate at the office of the underwriter, by noon TO-DAY, or they will not be recognized.

MCDONALD, SMITH, and CO.

CAPE HORN.

Notice to consignees.—Uninsured CARGOES are passed for the underwriter's policy by noon TO-DAY, they will be cleared and stored by the underwriter.

OP-PORT in diamond—1 case, 1 case, and 3 bagshead, containing—

LOHMER, MARWOOD, and ROME, agents, 141, Pitt-street.

FOR SALE, a fast-sailing SCHOONER.

Light draught of water, well-found, and ready for sea. For particulars apply to MOLISON and BLACK, 17, Bridge-street.

AUSTRALIAN JOINT STOCK BANK.

A Sub-Branch of the Bank has been opened at Adelaide, in connection with the Branch at Adelaide, for the transaction of all usual banking business.

A. H. RICHARDSON, General Manager.

COMMERCIAL BANKING COMPANY OF AUSTRALIA.

Branches of this Bank are open at Adelaide, Melbourne, Sydney, and Perth.

At BALMAIN.—In Darling-street, opposite the Post Office.

At NEWTOWN.—At Mr. Martin Gibbons' new building, opposite Wesleyan Chapel, Newtown Road.

(Signed) ROBERT NAPIER, Manager.

Sydney, 10th June, 1865.

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PERSONS ADVERTISED FOR.

IMPORTANT.

Write again and appoint time and place. After 5 would be most convenient.

PRINCE OF WALES OPERA HOUSE.

Director, Mrs. CHARLES POOLE.

Stage Manager, Mr. C. W. BARRY.

DRAMATIC OPENING NIGHT.

THIS EVENING (Monday), production of Bourcenis' Sensation Drama of the

STREETS OF LONDON.

ADMISSION.

Admission, 1s.; children, half-price.

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THE ADVERTISER.

THE ADVERTISER.

At present the Advertiser of a public company, will shortly be open to RE-ENGAGE either in an office or to undertake any matters in which capacity he has had considerable experience. Accountants, Herald Office, Sydney.

TESTS REQUIRED.

John Fraser and Co., Barrack-street.

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PARRAMATTA.

ATTENDED BY THE COMMISSIONER. A small attempt at suicide was made on Friday, by a man named Christopher Morris, poundkeeper at Parramatta. The unfortunate man went into a hardware shop in George-street, ostensibly for the purpose of getting shaved, and during the temporary absence of the person in attendance seized a razor, and inflicted a terrible slash in his throat, almost severing the windpipe. He now lies in the hospital, still living, but in a hopeless condition. His family trouble, it appears, had been preying upon his mind for some time, and he had been under the medical care of Dr. Butler.

ACCIDENT.—On Saturday morning a horse bolted in Church-street with a spring-cart, bearing the name of H. Griffiths, Pitt-street, Sydney, and containing a quantity of empty fruit-cases; when, near St. John's Church the driver was thrown from the cart, and his leg broken. He was conveyed to the Hospital, and attended to by Dr. Pringle.

PORTUGAL CORN.—Saturday, 12th August, 3,176 Messrs. Holroyd, N. Street, Neale H. Byrnes, and C. Oakes. Four individuals were brought up for allowing cattle to stray in the streets, and fined; and two others, shopkeepers, for placing goods upon the footways, and thus causing an obstruction, were severely fined 5s. and costs.

QUEENSLAND.

FROM BRISBANE we have papers to the 10th instant, per the Telegraph steamer.

The Queensland Agricultural and Horticultural Society commenced on Tuesday, at the Armory, and although not so large as previous shows have been in the number and variety of the articles exhibited, yet in several respects it is much more interesting. In the first place, the average quality of the exhibits is unquestionably higher than has hitherto been the case. In the next, the articles are much better arranged, and the grounds are better adapted for the purpose. In the third, the weather is much more favourable than it has been for some time past.

The paper mentions that the winter exhibition of the Queensland Horticultural and Agricultural Society commenced on Tuesday, at the Armory, and although not so large as previous shows have been in the number and variety of the articles exhibited, yet in several respects it is much more interesting.

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Moreover, as the goods traffic will very considerably exceed the passenger traffic, a maximum speed of only 15 to 20 miles an hour will be required; and, in addition, in designing these railways, it is not expedient to provide such extensively constructed lines, or such heavy rolling stock, or extensive station accommodation, as is found necessary in countries where large centres of population exist, or are likely to exist in the future.

7. The single line of 6 feet 6 inches gauge railway adopted in this colony will, however, with proper passing places for trains, fully accommodate a traffic of two hundred tons of goods and four hundred passengers in each direction every day of twelve hours; or, of four hundred tons of goods and eight hundred passengers both ways. By running night trains this estimate may be doubled; and by laying down a second line of rails it may be increased sixfold—a quantity of empty fruit-cases; when, near St. John's Church the driver was thrown from the cart, and his leg broken. He was conveyed to the Hospital, and attended to by Dr. Pringle.

8. Respecting the character of the country along which our proposed lines of railway are to be constructed, the cost of constructing the railways, and the traffic to be carried upon them; I feel I cannot do better than refer your Excellency to my report thereon, addressed to the Honorable the Secretary for Lands and Works, and dated 29th June last.

9. Since that date, the several proposed lines of railway referred to therein have been surveyed, and the centre line of each marked out upon the ground, and contracts for the lines from Ipswich to Toowoomba, from Toowoomba to Brisbane, and from Brisbane to Melbourne, have been let to Messrs. Peto, Brassey, and Betts, and are now in rapid course of construction.

10. The first section of the line from Ipswich to Toowoomba, of 100 miles, and of 6 feet 6 inches gauge, is now open for public traffic, and it is placed beyond doubt, that in carrying capabilities for goods and passengers, and in other essential points, it fully bears out the statements contained in the report of July 9th, already referred to; while, as regards the quality and durability of the rolling stock, and the equipment of the line, nothing is left to be desired.

11. As stated in paragraphs 9, 10, 11, and 12 of my report, dated the 29th July, the country between Ipswich and Toowoomba, 78 miles by railway, presents many serious obstacles in the way of cheap railway construction.

12. In the distance mentioned there are two ranges to be surmounted of 700 feet and 1,400 feet respectively, above the level of the country at their base, the sides of these ranges being cut up by very numerous and deep ravines, and their slopes very steep.

13. The existence of these ravines involves the construction of an unusually large number of viaducts, bridges, and culverts; and the spurs between these have in many cases to be tunnelled through; of these tunnels there are eleven, the longest being 27 chains, or over one-third of a mile in length.

14. These two ranges, at the base of these ranges are intersected by numerous streams and water-courses which, in wet seasons, become torrents, overflow their banks, and lay extensive tracts of adjacent country many feet under water.

15. In consequence of the condition of things, an amount of bridging and waterways has had to be provided, greater perhaps than in any 78 miles of railway yet made in any country.

16. Notwithstanding these serious drawbacks, to the practicability of constructing cheap railways, the district referred to, together with the difficulties of supplying labour and materials, and the very high rates of wages which obtain here, we find that it is possible to make railways having a gauge of 3 feet 6 inches at an average cost of £1,000 per mile.

17. It has often been alleged by opponents to any reduction of railway gauge below 4 feet 8½ inches—such as that existing on the English narrow gauge system, and on the New South Wales gauge system, that the railways can be effected by the adoption of a gauge of 3 feet 6 inches, worked at low speeds. In contravention, however, of this allegation, the following facts are submitted.

18. The minimum radius of curves on our 3 feet 6 inches gauge line is five chains, and it is found that the resistance offered by such curves to passing trains is about the same as on curves of seven or eight chains radius on a 4 feet 8½ inches gauge line.

19. On twenty-two miles of our railway between Ipswich and Toowoomba, where it passes over the Little Liverpool and Main Ranges, numerous curves of five chains radius are introduced, in order to avoid the worst of the water-courses, running parallel to the line, which the use of curves of a larger radius would involve; but, had a gauge of 4 feet 8½ inches been adopted, curves of eight chains radius (as used in crossing the Blue Mountains in New South Wales) would have been necessary, and it was found, on calculation of the quantities of work, that the cost of the line with 4 feet 8½ inches gauge would exceed that of the 3 feet 6 inches gauge by more than threefold.

20. In the item of viaducts alone, the cost per mile would have been in the former case £35,000, as against £6,000 in the latter.

21. Taking the item of permanent way, we find that the cost of the New South Wales gauge per mile is £2,000, 7s. 6d., while on our 3 feet 6 inches gauge line the cost is £2,162 4s. 6d. per mile, including broken stone ballast, giving a difference of £164 per mile in favour of the narrow gauge.

22. By an estimate of the cost of iron superstructures for bridges on the two gauges, we find that for spans of 100 feet, the weight of iron per foot line is generally on a 4 feet 8½ inches gauge line, two tons for a double line of way; while at £35 per ton, including cost of carriage, the weight of iron required for spanning 100 feet of bridge for the superstructure. Whereas a wrought-iron bridge of similar spans which has been constructed on our 3 feet 6 inches gauge, to carry a single line of railway and a public road 20 feet wide, has cost only £1,000 per foot line, or, in other words, at £35 per ton as before, gives £21 a foot as the cost of the superstructure, the strains upon the different parts being regulated to the standard adopted for the English railways.

23. Appended is a statement of the respective costs of carriages, &c., on the New South Wales lines and on ours; giving the costs and carrying capacity of each description of vehicle, and showing the cost per passenger in each case. From this it will be seen that the 3 feet 6 inches gauge is not only the most economical, but also the most comfortable and the most rapid.

24. As to safety—your Excellency has experienced that a speed of over 20 miles an hour can be attained with the 3 feet 6 inches gauge, and that the steadiness of the carriages, which are roomy and comfortable, and give the greatest satisfaction to the public.

25. The 4 feet 8½ inches gauge railways of New South Wales have been constructed, at home, for speeds of 40 miles an hour, or more—their bridges, permanent way, engines, rolling stock, &c., being up to that standard of speed; nevertheless, it is found that the requirements of this colony do not demand the construction of railways of such a high standard of speed, and that the 3 feet 6 inches gauge is the most economical and the most comfortable.

26. In this colony it has been considered a wiser policy to provide only for the ways we now foresee, and to carry out effectively a system of railways, than to have provided for the future, and to have incurred the expense of building railways which would have been of no use to the colony.

27. It had been determined to adopt a gauge of 4 feet 8½ inches in this colony, the result would have been that the construction of railways of sufficient length to effectually open up the back country must have been postponed indefinitely, and the progress of the colony held back in like degree. We should be impoverished by the pressure of an unproductive debt, and the repelling effects of the taxation which would have been incurred.

28. And as these risks we should have incurred without possessing any guarantee, that our sacrifices in the cause of posterity would be beneficial, instead of injurious to it. When we have provided for the future, we have incurred the expense of building railways which would have been of no use to the colony.

29. Again, to expend two or three times the necessary amount now, with a view of meeting a want which cannot be felt for perhaps twenty years or more, is simply to expend in interest alone a sum sufficient to build an entirely new system of communication.

30. In drawing the conclusion that I have made, I am persuaded that the 3 feet 6 inches gauge is the most economical and the most comfortable.

31. The 4 feet 8½ inches gauge railways of New South Wales have been constructed, at home, for speeds of 40 miles an hour, or more—their bridges, permanent way, engines, rolling stock, &c., being up to that standard of speed; nevertheless, it is found that the requirements of this colony do not demand the construction of railways of such a high standard of speed, and that the 3 feet 6 inches gauge is the most economical and the most comfortable.

32. In this colony it has been considered a wiser policy to provide only for the ways we now foresee, and to carry out effectively a system of railways, than to have provided for the future, and to have incurred the expense of building railways which would have been of no use to the colony.

33. And as these risks we should have incurred without possessing any guarantee, that our sacrifices in the cause of posterity would be beneficial, instead of injurious to it. When we have provided for the future, we have incurred the expense of building railways which would have been of no use to the colony.

34. Again, to expend two or three times the necessary amount now, with a view of meeting a want which cannot be felt for perhaps twenty years or more, is simply to expend in interest alone a sum sufficient to build an entirely new system of communication.

35. In drawing the conclusion that I have made, I am persuaded that the 3 feet 6 inches gauge is the most economical and the most comfortable.

36. The 4 feet 8½ inches gauge railways of New South Wales have been constructed, at home, for speeds of 40 miles an hour, or more—their bridges, permanent way, engines, rolling stock, &c., being up to that standard of speed; nevertheless, it is found that the requirements of this colony do not demand the construction of railways of such a high standard of speed, and that the 3 feet 6 inches gauge is the most economical and the most comfortable.

37. In this colony it has been considered a wiser policy to provide only for the ways we now foresee, and to carry out effectively a system of railways, than to have provided for the future, and to have incurred the expense of building railways which would have been of no use to the colony.

38. And as these risks we should have incurred without possessing any guarantee, that our sacrifices in the cause of posterity would be beneficial, instead of injurious to it. When we have provided for the future, we have incurred the expense of building railways which would have been of no use to the colony.

with the New South Wales railways, I have not deemed it expedient to provide for the future, and to have incurred the expense of building railways which would have been of no use to the colony.

31. My object in penning this memorandum is to lay succinctly before your Excellency the reasons which have induced me to recommend, and your Government to adopt, a system of railways for this colony which will be of some advantage to the colony, and by many others a rude innovation, on opinions and practice which seemed by usage to have become incontrovertible.

32. The policy we have adopted has already enabled us to draw the following conclusion: New South Wales commenced railway construction in 1850, and it has now 145 miles of railway open, and 160 miles in progress of construction. Queensland commenced railway construction in 1864, and by the end of this year will have 40 miles of railway open, and 250 miles more under survey.

33. The position in which this colony is placed by the construction of the 3 feet 6 inches gauge instead of the 4 feet 8½ inches, may be shortly stated in the following terms:—The advantages are, that the colony will be provided with internal communication at a much earlier period than it could otherwise have been, and at a cost which will be less than that of the 4 feet 8½ inches gauge. It will be burdened with a much smaller debt than it would otherwise have had to incur, while its means for carrying the necessary traffic will be ample for many years to come.

34. The fact that the power of the machinery employed will limit the speed at which the traffic is to be carried, and the quantity to be conveyed in a given time. But if the future should prove that the present and the future wants of the community demand a reasonable number of years of fully attained. The construction of the road and the various appliances employed, are in all respects equal to any railway in the world, excepting only that they are limited in power to the wants of the colony.

35. I have, &c., A. FITZGERALD, Chief Engineer Southern and Western Railway, Ipswich, Queensland, 12th August, 1865.

Comparison of cost, delivered under the respective lines, of rolling stock on New South Wales railways, 4 feet 8½ inches gauge, and on Queensland railways, 3 feet 6 inches gauge.

New South Wales, 4 feet 8½ inches gauge, locomotive engine, number 1, 18; cost per passenger, £25 0s. 0d.; carrying capacity, 400; carrying capacity, number 2, 18; cost per passenger, £25 0s. 0d.; carrying capacity, 400; carrying capacity, number 3, 18; cost per passenger, £25 0s. 0d.; carrying capacity, 400; carrying capacity, number 4, 18; cost per passenger, £25 0s. 0d.; carrying capacity, 400; carrying capacity, number 5, 18; cost per passenger, £25 0s. 0d.; carrying capacity, 400; carrying capacity, number 6, 18; cost per passenger, £25 0s. 0d.; carrying capacity, 400; carrying capacity, number 7, 18; cost per passenger, £25 0s. 0d.; carrying capacity, 400; carrying capacity, number 8, 18; cost per passenger, £25 0s. 0d.; carrying capacity, 400; carrying capacity, number 9, 18; cost per passenger, £25 0s. 0d.; carrying capacity, 400; carrying capacity, number 10, 18; cost per passenger, £25 0s. 0d.; carrying capacity, 400; carrying capacity, number 11, 18; cost per passenger, £25 0s. 0d.; 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TELEGRAPHIC MESSAGES.

[FROM OUR CORRESPONDENTS.]

BRISBANE.
Saturday evening.
A telegram from Melbourne states that the Tasmanian barque Louis Knifford, coal laden, from Newcastle, for San Francisco, put in there today.

MELBOURNE.
Saturday evening.
The Northern arrived in the Bay at noon, and sailed again at 3 p.m.

Private advices report shipments of kerosene, from America to the colonies during the month, 4,000 cases for Melbourne, 1500 for Sydney. Shipments of coal—34,000 lbs. from New York, 59,000 lbs. from London.

Calcutta advices to 8th July state that the Rindley, with 250 tons of rice, was the only vessel for Australia.
From Fochow, the Edgar Ross, with 357,000 lbs. of tea, for Melbourne, was the only shipment of the month. The music for Melbourne and Sydney, was loading. Market quiet. The new teas were of inferior quality, and prices were lower than at the beginning of the season.

QUEENSLAND.
Saturday, 7.42 p.m.
DEPARTURES.—Northern (s), at 5.45 p.m., and Arrive for Sydney, Glenelg, and Norman, for Newcastle.

ADELAIDE.
Saturday, 9.15 p.m.
The Governor inspected the Town Hall this morning. A luncheon was provided by the Mayor, to which about one hundred and fifty citizens sat down. The whole passed off very successfully.

A boat party from Atam Bay report that just previous to their arrival at Camden Harbour, the settlement had been visited by a fleet of Malay proas, with four hundred men, in want of water. Mr. Sholl directed them to an island in the bay, where they were stacked and repulsed by a body of armed natives. They then set sail, and disappeared.

The Adelaide butchers have refused to give more than 2s. for imported beef, a butcher from Melbourne at once opened a shop at the port, and doing a thriving trade.

There is a brisk demand for wheat. Sales of several thousand bushels reported at 8s. 6d. at the port.

No transactions in flour.

ADAMSBURY.—South Australia.

SEVERE ACCIDENT.—A serious accident occurred in Kingsford, near Sussex-street, at about four o'clock on Saturday afternoon. A man named William Smith, a cooper, was driving a horse and cart, when the horse, becoming restive, threw him from his seat, and he was killed.

FIRE AT "THE DRY DRY."—The exhibition of the celebrated fire engine, "The Prometheus," at the "Dry Dry," on Saturday evening, was a very successful one. A large number of visitors, many of whom were from the country, were present, and the exhibition was well attended.

THE BURNING OF TOM THUMB.—Those who know the tale of Tom Thumb are aware that, close by the margin of the sea, and about a mile to the south of Wollongong, there is a large sheet of water, by which the name of the lake is derived. The lake is situated in a beautiful spot, and is surrounded by a dense forest.

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THE NEW ZEALAND WAR.

SPIRITED SKIRMISH WITH THE REBELS NEAR WARUA.
LIEUTENANT BALLY, 70th REGIMENT, AND THREE SOLDIERS KILLED.
LIEUTENANT TAYLOR AND FIVE SOLDIERS WOUNDED.
THIRTY MAORI KILLED, AND FIVE TAKEN PRISONERS.

H. M. S. FALCON brings Auckland papers to the 5th inst., bearing four days later than previous advices.

The Daily Southern Cross of that date publishes the following important news from Taranaki, which appeared as an extra in the Auckland Journal.

Herold Office, Thursday, August 3.
Yesterday evening, Major Russell and Captain Mace came into town from Warua, bringing intelligence of a very spirited attack upon the rebels at a village six miles inland from the wreck of the Mariposa, at Kapiti, and about ten miles from Warua, by a force under Major Russell, consisting of Captain Cay, Lieutenants Bally, Tilden, and a volunteer; surgeon, Turner, and four Lancers (Captain Mace a horseman).

As we mentioned in our extra of Saturday last, a force of 200 men under Lieutenant-Colonel Colville, and 110 men of the 70th Regiment, were sent to Warua, by a force under Major Russell, consisting of Captain Cay, Lieutenants Bally, Tilden, and a volunteer; surgeon, Turner, and four Lancers (Captain Mace a horseman).

On Wednesday morning a party paraded at three o'clock at the residence of Major Russell, and under Major Russell, and a force of 100 of the 43rd, and 110 of the 70th, under Colonel Colville, and the following officers:—Captain Harris, Lieutenants Talbot, Longley, and another officer whose name has not been ascertained, and Captain Surgeon-General, and four Lancers, and proceeded as far as Kapiti, where they separated. The party under Major Russell turned inland and took the track for Okeia, where the rebels were expected to be. The party under Colonel Colville went further down the coast, and turned inland for a place called Kauru, where it was supposed the natives were.

It was believed that a track ran from Kauru to Okeia, and the plan was to cut the rebels off from their base of supplies. The party under Major Russell reached Okeia about 7 a.m., and going to the top of some high hills that command the flat, smoke was seen in the distance, and the rebels were seen to be moving.

Captain Mace, with six men, was sent to reconnoitre; and, after getting through the bush, found himself close to a collection of about twenty wharoes. The natives were completely surprised, and at first made little resistance. The rebels were then driven back, and a large number must have fallen in the scrub and in the wharoes. Five were taken prisoners. The only loss the 70th sustained in this place was one man, who was killed.

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METROPOLITAN DISTRICT COURT.

BEFORE Mr. District Court Judge McFARLAND.
SATURDAY.
This was an application to determine the ownership of a watch that had been seized by an execution creditor in satisfaction of a judgment. His Honor found for the claimant.

JOHNSON V. DICK.
This was an application to be allowed to pay the amount of a judgment by instalments. His Honor refused the application, and ordered the judgment to be paid in full.

CECIL V. DUNSTON.
An application for a review of taxation. The application arose out of an action to recover damages for illegal distress for rent, the defendant succeeding. Some items in defendant's bill of costs were disallowed, and the present application was for a review of taxation with a view to the allowance of those items. Judgment reserved.

INSOLVENCY COURT.
This was a motion for a new trial. The action was one for trespass, tried a few days ago, the plaintiff succeeding for £15, the claim being for £20. Mr. Redman now moved for a new trial on the ground that the damages were excessive, that the evidence of the plaintiff was unsupported, and that the defendant was misled by surprise and fraud. The application was refused.

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A PILA FOR A FREE LIBRARY.

To the Editor of the Herald.
Sir,—Your correspondent "G. H. K." does good service by calling public attention from time to time to the question of a "Free Library." I cannot, however, agree with him that the advantages of such an institution do not in this enlightened age require enumeration. My own impression is that until both the end sought and the means by which those ends may be attained have been contemplated and canvassed in detail, the project will never be carried into effect.

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WHEELER'S PATENT AMALGAMATOR AND CONCENTRATOR.

The impetus that has lately been given to mining enterprises of various descriptions, and the recent projection of companies for the purpose of exploiting the mineral wealth of the colony, afford a favourable opportunity for noticing a machine for extracting the precious metals from ores, which has been in use in America for the last four years, and has lately been introduced into the colony.

The machine is a simple one, and is of a portable nature. It is of a simple nature, and is of a portable nature. It is of a simple nature, and is of a portable nature. It is of a simple nature, and is of a portable nature. It is of a simple nature, and is of a portable nature.

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IN THE ASSIGNED ESTATE OF
R. WILSON AND CO.,
Purchased from the late Christopher Newton, Brother
and Co., at a large discount from cost price.

FRENCH MUSLINS, 54s, 114s; FORMER PRICE, 1s 3d
finest quality

SILK PARACHUTES, 5s 114d; FORMER PRICE, 1s 3d
5s 6d; cane handles

TOILET TIES, 5s 6d; FORMER PRICE, 1s 6d
3 yards long

GREENAINE SHAWLS, 5s 6d; FORMER PRICE, 1s 3d

WHITE DIMITY, 7s 14d; FORMER PRICE, 1s 3d
COLOURED DIMITY, 1s; FORMER PRICE, 1s 3d
MOHAIRS, 3s 4d; FORMER PRICE, 8s 4d
COLOURED MOHAIRS, 3s 4d; FORMER PRICE, 1s 3d
GALA PLAIDS, 10s 4d; FORMER PRICE, 1s 3d
COLOURED COBURG, 7s 14d; FORMER PRICE, 1s 3d

PRINTS, 7s 14d; FORMER PRICE, 1s 3d
WIDE-WIDTH RIBBONS, 4s 4d; FORMER PRICE, 1s 3d

NARROW RIBBONS, 1s 4d; FORMER PRICE, 4s 4d

A large portion of this Stock consists of
LADIES', CHILDREN'S, AND INFANTS'
CLOAKS, HOODS, PLEATHS, FROCKS, STAYS,
&c., &c.,
which are sold at
75 PER CENT. BELOW COST PRICE.

GEORGE CHISHOLM AND CO.,
330, George-street, next to the Post Office.

T H I S D A Y T H I S D A Y

IN THE ASSIGNED ESTATE OF
R. WILSON AND CO.,
330 and 360, Pitt-street.

The above estate having been purchased from the ex-
ecutors, **D. BULMAN, Esq., of the firm of**
COLLIER, NEWTON, HARRIS, and CO.,
at a large discount from the original cost price, and
GEORGE CHISHOLM AND CO.,
and now being offered at corresponding reductions, a
valuable advantage to Wholesale and Retail Families,
Hotel Keepers, and all buyers of General Drapery Goods
(cannot fail to be appreciated in selecting from a stock
recently purchased at a large discount from cost price,
in business about three years will at once make as to the
modern character of this stock. Great care and judgment
having been used in the selection, and being thoroughly
assorted, Ladies', Children's, and Infants' Cloaks, and
requirements, and that a speedy clearance may be effected,
the prices will in this instance be so reduced that all who
have a chance of purchasing at such a low price will be
The stock being generally assorted, the following are
noticeable among the reduced lots:

French merino	Quilted	Muslin curtains
Printed muslins	Shetlings	Children's clothing
Fancy dresses	Table linen	Costly stays
Made-to-measure	Blankets	Shawls
Renowned robes	Dimites	Velvets
Flannels	Ticks	History
Blankets	Diapers	Children's
Cricketing flannels	Laces	Gloves
French twills	Sewed muslins	Collars and
Alpaca		
Beils		

GEORGE CHISHOLM AND CO.,
330, George-street,
Next door to the Post Office.

BRUSSELLI, AND TAPESTRY CARPETS,
NEW ARRIVALS, at
VICTORIA HOUSE, FITT-STREET, SYDNEY.

FARMER, PAINTER, and POPE respectfully
announce that they are adding to their establishment
THE CARPET DEPARTMENT,
and in a few days will have the pleasure to offer their
shipment now to hand ex clipper ship *Sir John Lawrence*
and comprising high class goods, brought direct from
the Continent, and of the most fashionable and modern
The variety comprises new patterns, not yet seen
Sydney, in Drawing-room, Dining-room, Bedroom, at
Bath, and in all the various parts of the house.

FROM JOHN CROSSLEY AND SONS,
HALIFAX.

THE BEST BRUSSELLI—Exhibition, class 1
PATENT TAPESTRY—two and three threads.
HEALTH-RUGS, TO MATCH EACH PATTERN.
THE BEST KIDDERLYN, HOLLAND and Scotch.
PATENT FELTS, in squares and by the yard.

To afford purchasers of carpets every advantage in select-
ing suitable designs and colorings to harmonize with the
furniture, we have erected a new room for the sale of
additional breadth of cut-rug, and have made special steps
to have sufficient space combined with good light.
The new building is upwards of 100 feet in length, and of
width, and corresponding bright with our principal es-
tablishment, and will admit of showing on the floor new
carpets at one time. This is a great advantage to pur-
chasers.

We shall announce the opening of the above when land-
ed by advertisement in this journal.

FARMER, PAINTER, and POPE,
IMPORTERS OF CARPETS,
Fitt and George streets, Sydney.

CLEANING-OUT the whole of J. WETHERILL'S
Cheap DRAPERY, previous to moving to the new
premises, has been entrusted by Mr. Long, Pitt-street, who is retired
from business, to

500 yards coloured silk velvets 2s 11d, worth 5s 6d	Richly worked muslin 1s 4d
160 yards silk velvets 2s 11d, reduced from 4s 6d	Good Holland, good quality, 1s 4d
200 yards blue pattern 2s 11d, reduced from 4s 6d	8-4 grey shirting, 12s 4d
740 yards good grey alls 1s 6d, worth 2s 6d	Welsh flannel, all wool, 12s 4d
275 yards white and coloured glaces 7s 6d, reduced from 10s	Winey shirtings, 13s 4d
200 yards Hoyal's yard wide prints 7s 6d, reduced from 10s	Assembly of goods, 12s 4d
100 yards blue pattern 2s 11d, reduced from 4s 6d	Good bedsteads, 3s 6d
175 yards straw, last year's, 2s 11d reduced from 7s 6d	Crimson flannels, all wool, 12s 4d
650 yards blue last 12s 4d, worth 2s 6d	Trotter quilts, 4s 11d
200 yards blue pattern 2s 11d, reduced from 4s 6d	Cheered laces, 4s 11d, full 12d
240 muslin lace 2s 11d, worth 7s 6d	French declines all wool, 12s 4d
125 men's scarfs and ties 6s 1d, worth 2s 6d	Ladies' twined and black cloth muslins, 3s 11d
170 pieces black trimmings, 3s 6d, 6d	Flannel, for crinolines, 3s 11d
100 yards broad pattern 2s 11d, reduced from 4s 6d	Flannel, for crinolines, 3s 11d
240 pure lisle's 2s 11d, 6d ditto 1s 11d	Melton tweed shawls, 5s 11d
275 pieces satin ribbons, 3s 6d, 6d, 1s 11d, worth 5s 6d	Trimmed, 5s 11d
all of the remaining goods at 1s 11d, worth 2s 6d	Embroidered black encaustic shawls, 10s 4d
165 men's ties 6s 1d, worth 2s 6d	Ladies' white shawls, 6s 11d

Bargains—Collars, sleeves, flowers, ties, buttons, &c.

FOURTEEN DAYS' SALE.—Bankrupt Stock
DRAPERY AND MEN'S CLOTHING.
W. L. SHEARD, 578, George-street, 69s two days
from business, to

Good white calico, 6s 6d	Richly worked muslin 1s 4d
Good holland, good quality, 1s 4d	Good Holland, good quality, 1s 4d
8-4 grey shirting, 12s 4d	8-4 grey shirting, 12s 4d
Welsh flannel, all wool, 12s 4d	Welsh flannel, all wool, 12s 4d
Winey shirtings, 13s 4d	Winey shirtings, 13s 4d
Assembly of goods, 12s 4d	Assembly of goods, 12s 4d
Good bedsteads, 3s 6d	Good bedsteads, 3s 6d
Crimson flannels, all wool, 12s 4d	Crimson flannels, all wool, 12s 4d
Trotter quilts, 4s 11d	Trotter quilts, 4s 11d
Cheered laces, 4s 11d, full 12d	Cheered laces, 4s 11d, full 12d
French declines all wool, 12s 4d	French declines all wool, 12s 4d
Ladies' twined and black cloth muslins, 3s 11d	Ladies' twined and black cloth muslins, 3s 11d
Flannel, for crinolines, 3s 11d	Flannel, for crinolines, 3s 11d
Melton tweed shawls, 5s 11d	Melton tweed shawls, 5s 11d
Trimmed, 5s 11d	Trimmed, 5s 11d
Embroidered black encaustic shawls, 10s 4d	Embroidered black encaustic shawls, 10s 4d
Ladies' white shawls, 6s 11d	Ladies' white shawls, 6s 11d

This being a Genuine Sale, stockholders, dealers, and
families will do well to attend early.

PARRAMATTA.—NOTICE OF REMOVAL
Positive and genuine Clearing-out SALE.

has much pleasure in stating that his increasing business
demands a necessity for more room, and in order to accom-
modate his customers, and to pay that attention to his
convenience, situated in the city, that he has taken the
premises in Church-street, known as Mr. Taylor's
premises, and has removed his stock and business to
G. R. would also announce that he has purchased a por-
tion of the stock and fittings of Britannia House, George-
street, Sydney, now leased for the Telegraph Office, and
the goods purchased below the original cost, together with
the present large stock.

MUST BE SOLD OFF
during this month, the stock remaining into the new
premises. Time being limited, the reduction in the price
is immense.

CLEARANCE SALE COMMENCES THIS DAY
and will continue for (3) three weeks only.

OFF! OFF! SELLING ALL OFF!
BARGAINS BARGAINS BARGAINS.
Real business, portion of the stock from Britannia House,
George-street, Sydney. The whole of the innermost
DRAPERY STOCK.

A choice lot of new Spring Dress, Ready-made Clothing,
BOOTS AND SHOES.

During the past week about (40) forty trunks and boxes
of boots have been opened; that alone will give an idea of the
quantity of goods on hand. The stock is of the most
valuable, and in Parramatta was no large a quantity of
goods offered at so genuine and so great a reduction in
price, and on no former occasion has any quantity of
goods been offered at such a low price, and the public generally
had an opportunity of effecting a large saving, and making

T 1295 Ewes, and
500 Wethers,
obtainable at Moombea, Wellington, from the stocks of
Edward W. Moffat Varner, Esq., M.P.
Moore's Wharf, 27th July, 1865. HENRY MOORE.
R AMN for SALE, at COLLARBY,—Intending pur-
chasers are invited to inspect before buying.
August, 1865. R. J. TRAILL.

Chest drawers, washbasin
 Washstands and chamber service
 Kitchen drawers and meat safes
 Chimney and toilet glasses
 Glassware, chimney ornaments
 1 planoforte
 2 large carpets and matting
 Iron and wood bedsteads in great variety
 Hair and other mattresses, palliasses
 Feather beds and pillows
 Cooking stoves.

To Builders, Contractors, Paperhangers, and others
JOHN G. COHEN will sell, at the
 Auction Rooms, **THIS DAY, Monday,**
 August, at 11,
 * * * In lots to suit purchasers,
 5 cases of paperhangings, comprising a well-selected
 * * * Pattern books on view at the Rooms.
 Terms of sale.

MR. W. DEAN has been favoured with instructions to sell by auction, Warehouse, Pitt and O'Connell streets, on TUESDAY 19th instant, at 11 o'clock precisely.

Without the slightest reserve,
2 cases, each 10,000 Queen's cigars, La Fama
5 cases, each 10,000, La Terminus
5 cases, each 10,000, Pur Latrains
5 cases, each 10,000, London
5 cases, each 10,000, El Paramoun.

Terms, liberal, at sale.

Special attention is directed to the sale of a valuable block of land, situate in the HEARST CITY, and which, from its position, has no advantages outstanding to a frontage to GEORGETOWN, from which it is separated only a few feet.

WITHOUT RESERVE.

containing each 4 rooms, with garden, etc., at the rear.

TITLE registered under **TORRENS** Act. Plan on view at the Rooms.

In the Supreme Court of New South Wales, at Sydney, this 10th day of November, 1903.

ON WEDNESDAY next, the 11th day of November, 1903, at noon, at the residence of the defendant, Thomas Harris, Parsonage, St. Andrew's Church, Sydney, the **HEARINGS** will be previously attended, the **HEARINGS** will be attended by a quantity of household furniture, etc., etc.

Wall of water; I said
the rainbow is of
T. the rainbow is of
the rainbow is of
Water.

